

1997 Snowmobiles **POLARIS**



Moving snowmobiling forward is no longer enough. We're out to make sure **everyone enjoys the ride.**

Year after year, model after model, Polaris snowmobiles have been the proving ground for the innovations that go on to become industry standards. Riders love the machines not just because they have great engines, the smartest styling or the most comfortable ride. But because we insist on doing it all well. This year the mission continues. We've further refined our long-travel suspensions with superb handling and great weight transfer, to make sure getting a comfortable ride doesn't come at the expense of fun in the curves or the powder. Most models get long travel front and rear suspensions for '97. And the adjustability we build into our suspensions means you can fine tune the way your sled corners, absorbs bumps and responds to acceleration. We've put the same kind of versatility into engine designs. Our selection of tracks and shocks. Even our paint and graphics.

Racing isn't just in our blood. It's in our sleds, as developments like the Controlled Roll Center (CRC) steering package expand from race machines to other models in our line.



How to find your perfect match in a machine.

- ▲ Do you like to go far, following trails just to see where they end up?
- ▲ Or is it riding hard, finding the quickest trajectory around the next curve?
- ▲ Maybe you like to share the excitement with a friend.

Choosing the right Polaris is simple as deciding how you like to ride.

Nights are long in winter, so Polaris is out front with the sport's best headlights.

From the 440 to the 500, the XLT triple, the 680 Ultra and our new 700 twin, Polaris engines continue to set the benchmark for performance and durability.

A strong engine combined with a great set of pipes insures durability and maximum performance at responsible sound levels.

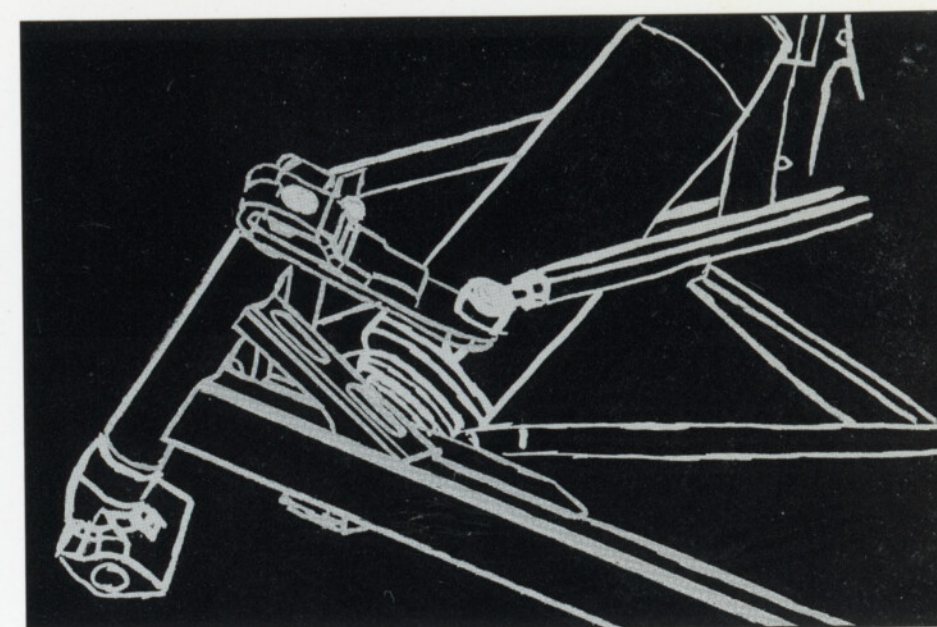
Polaris carbs are calibrated to use oxygenated fuels, helping keep the winter air more pristine.

Spring pre-load is easily adjustable, and models equipped with Indy Select or Ryde AFX shocks include a simple screw valve to adjust damping compression up to 300%.

The Polaris family tree

Polaris ergonomics have been refined by more than four decades of riding. It takes about one second to appreciate the big backlit gauges, glove-friendly switches and comfortable riding position.

We've added long-travel to the legendary Polaris Independent Front Suspension (IFS). On nearly every model with an XTRA-10 or XTRA-12 rear suspension, you get matching Indy XTRA-10 or XTRA-12 up front. To make the ride even better this year, we've repositioned the front shocks to improve handling on rough trails. Plus, a new trailing arm works with repositioned spindles to further refine handling.



Most metal parts are E-coated for corrosion resistance, then given a deep powder coat finish for exceptional durability.

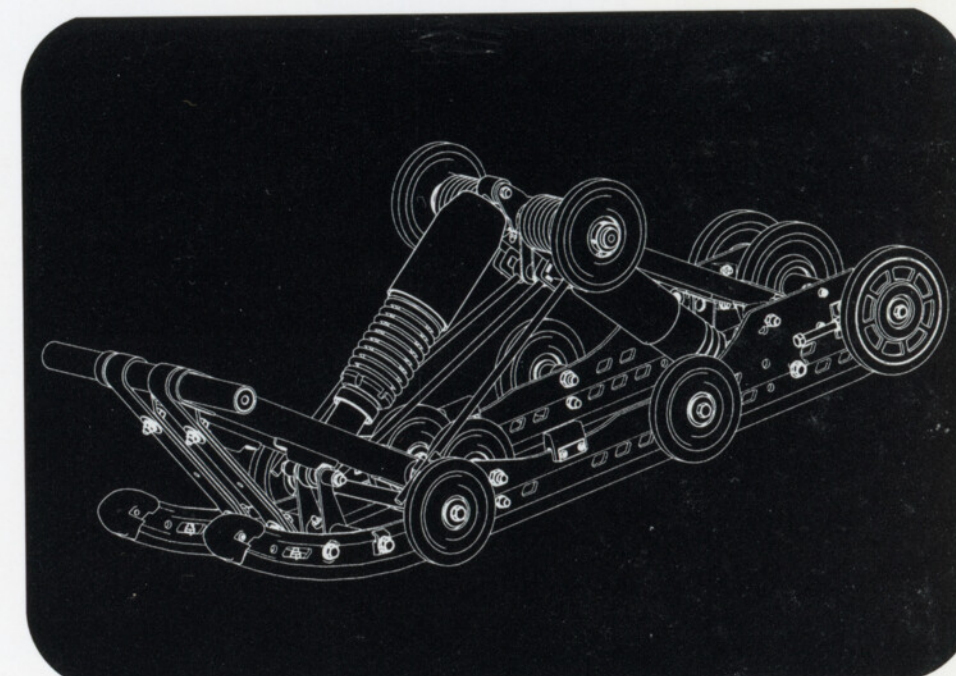


Ultra SPX SE

The interactive XTRA-10 and XTRA-12 design spreads the load of impacts evenly across the suspension by coupling the front and rear torque arms. Simple adjustments match the ride to conditions and individual preferences.

The industry-leading P-85 clutch has long been famous for smooth, seamless delivery of power to the track, and has been further refined for '97.

The new trailing arm design of our Independent Front Suspension (IFS) provides optimum strength and stability for steering through bumps.

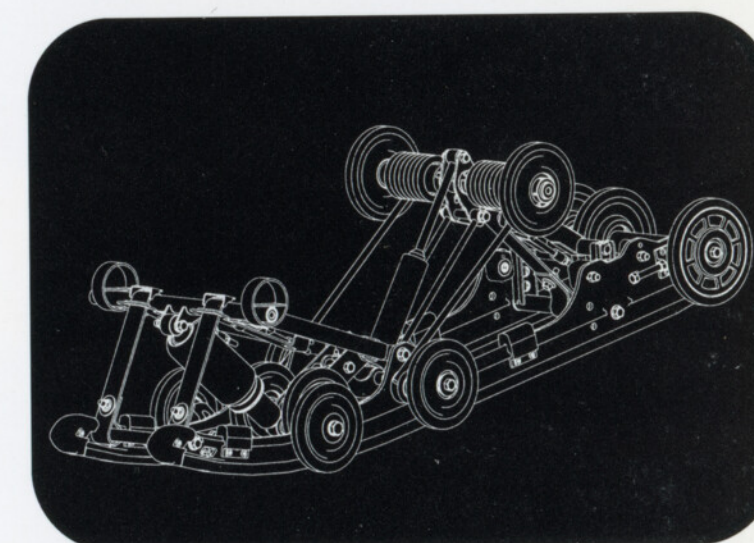


XTRA-12

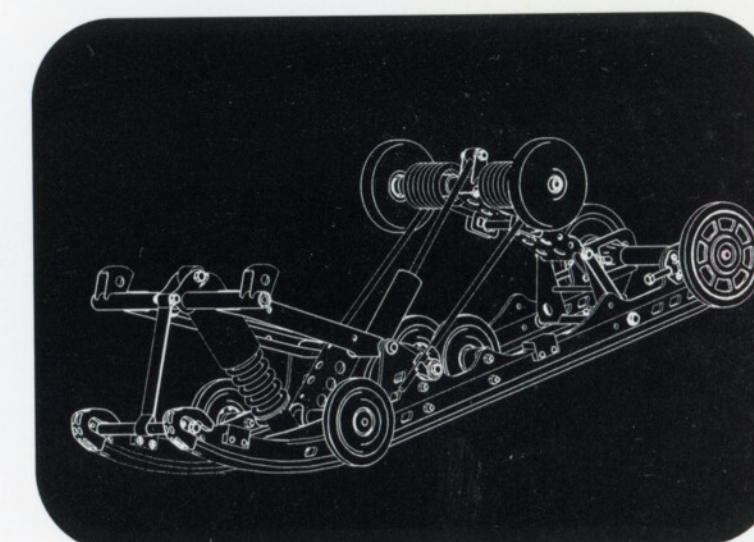
Polaris XTRA-12. The suspension that revolutionized the industry, with about a foot of travel in the rear and 10" up front. It's the plushiest ride available, delivered with no loss of performance.

Polaris XTRA-10. The most versatile long-travel suspension, providing up to 10.2" of bump-eating travel in the rear. Available on models ranging from RMKs (with a 38" front ski stance for mountain riding) to cross country, family, and touring machines (with a 41" ski stance for great all around handling).

Polaris XTRA-Lite. Our newest long-travel rear, providing 9.2" of travel for the Indy Lite, Lite Deluxe and Indy Sport.



XTRA-10



XTRA-Lite

ree has roots of steel.

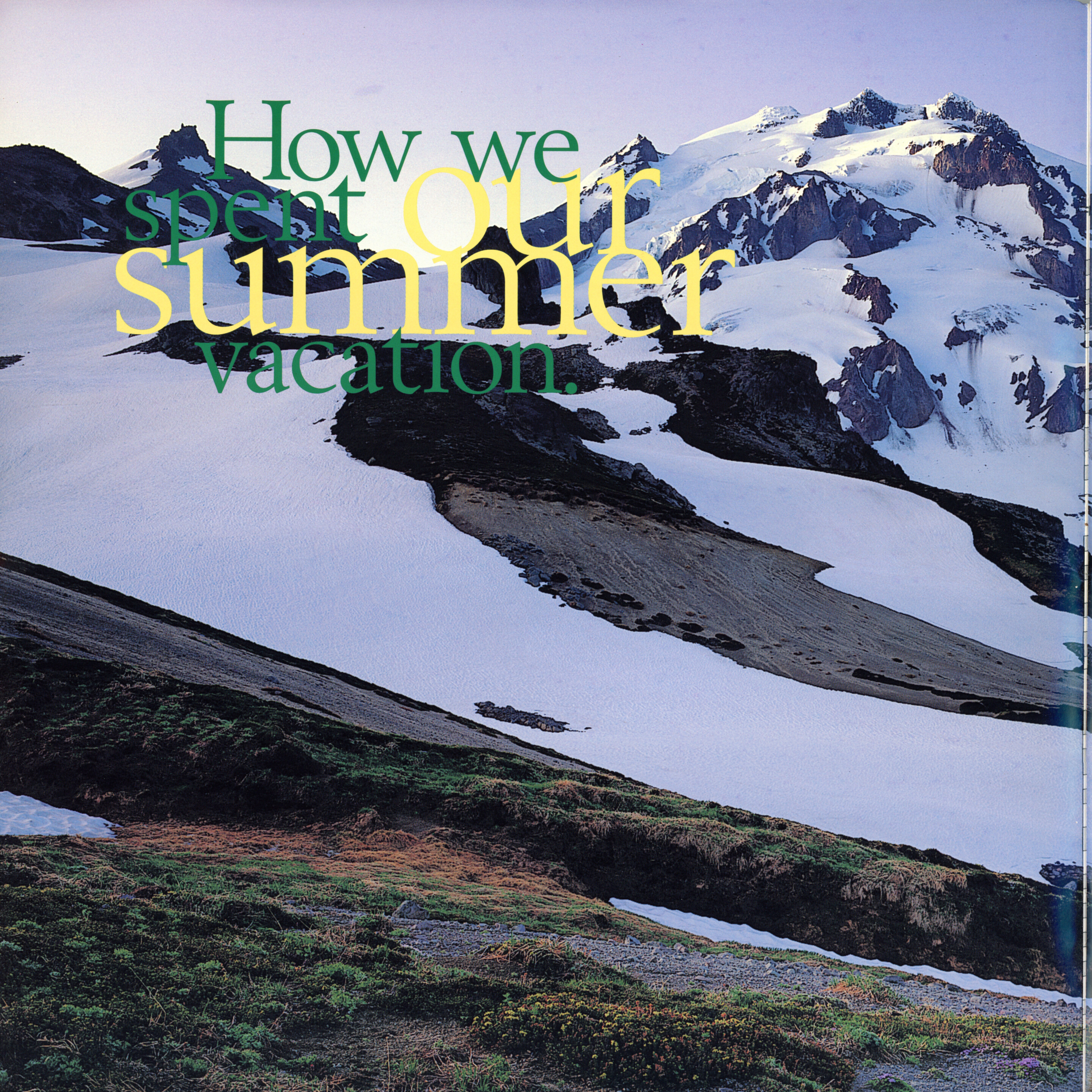
A snowmobile should be as individual as the thumbprint on the throttle.

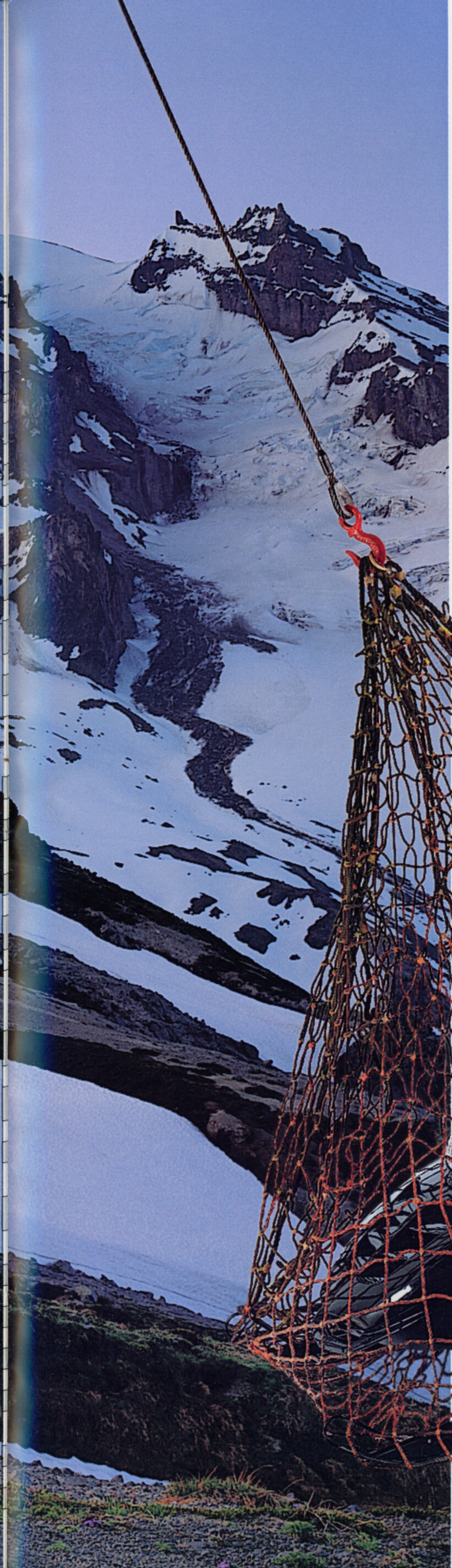
Maybe your idea of the perfect ride is to kick back and reel in the miles on a long and winding trail. Maybe it's rocketing up a mountainside. Or getting elbow-deep in fresh powder. One thing's certain. As snowmobile riders we're as individual as, well, snowflakes. At Polaris, that's all the excuse we needed to build a line for 1997 unlike anything this sport has seen. Forty-one exciting models, ready to deliver a winter of riding that's all but custom-built to your specifications. Do you like to go fast? There's plenty of news under the hood, including the new triple-pipe 680 in the Ultra SPX SE. Better fasten your gloves on tight. Or maybe you're out for the ultimate in ride and handling. We have long-travel suspensions for comfort. Long-travel suspensions for

performance. We've even built a new one for machines like the Indy Lite, Lite Deluxe and Indy Sport, which makes them an ideal choice for some not-so-entry-level riders. There's a proud new flag on the mountain top for 1997, courtesy of a new case-reed 700 twin and other gravity-defying improvements in our mountain machines. Then there's the sled those of you with an eye to the far horizon will be sure to notice. Our high-performance Indy Ultra Touring, dressed up in the industry's finest two-up package. It makes quite a combination. It's going to make for quite a year. All you need to do is choose carefully. Because once you get your thumb on the throttle of a 1997 Polaris, it will spoil you for riding anything else.



How we
spent our
summer
vacation.





Dodging the rain, the fog and the mountain peaks, the chopper flew with a sled swinging from its belly and a team of riders inside. They were pushing the limits last summer, flying to a snow-covered glacier to test-ride snowmobiles. Running through their heads was one thought: "Is this the greatest job on the planet or what?"

Winter comes early to our hometown of Roseau, Minnesota. Snow falls. Temperatures plummet. And at a time when most of the country is still out in the backyard grilling burgers, our test riders are out burning up the trails out of town. Putting new prototypes through their paces. Studying how a few degrees difference in the angle of a front shock can make a sled feel like it's running on rails.

Learning things that can't be learned riding a keyboard in front of a computer. It's this commitment to relentless real-world testing, to being out riding,

and talking with others who ride, that leads to machines like the ones you'll see in these pages. Sometimes it leads us to incredible extremes. After all, winter can never really come early enough for a Polaris test rider. So last summer a team of them took a helicopter trip up a glacier during the dog days of August. They were looking for enough snow to put some ideas for future model years to the test. Days of rain and fog nearly kept the chopper from getting them up the glacier. A freak August blizzard almost kept it from getting them back down. And where the snow stopped, the clouds of mosquitoes picked up. It was everything a test rider could ask for. They learned what they needed to know to help turn out yet another year's worth of the best-riding, strongest-performing, most dependable, all-out-fun machines on the snow. Even better, they found out how to make the riding season weeks longer.



Indy Storm/Indy Storm SE There'd never been anything like the Storm that first blew out of Roseau last year. Sleek new hood bulging with muscle. And a new suspension that proved gut-wrenching speed can have its comfortable side. For 1997 the refinements show no sign of abating. ▲ High performance 794cc liquid-cooled case-reed triple with triple-pipe exhaust ▲ Improved XTRA-10 rear suspension with 10.2" of travel ▲ New Indy XTRA-10 front suspension with 9.5" of travel ▲ Fox® IFP gas shocks with tool-less front spring pre-load adjustment ▲ Dual 120 watt "Lazer Light" headlights ▲ Liquid-cooled hydraulic disc brake ▲ Large automotive-style instrumentation ▲ Also available with new SE package (SE stands for Special Edition, available only in limited quantities), which includes electric fuel and temp gauges, composite skis and high-performance track.



Indy Ultra SPX SE/Indy Ultra SPX Low-slung, brimming with torque and sounding its challenge through triple pipes. We top the newest Indy Ultra with our Aggressive-style hood and shimmering Deep Violet metallic paint. ▲ High-performance liquid-cooled 679cc triple cylinder engine with digital ignition ▲ Improved XTRA-10 rear suspension with 10.2" of travel ▲ Indy XTRA-10 front suspension with 9.5" of travel ▲ Controlled Roll Center (CRC) steering package ▲ Fox® IFP gas shocks with tool-less front spring pre-load adjustment ▲ Dual 120 watt "Lazer Light" headlights ▲ Liquid-cooled hydraulic disc brake ▲ Integrated aluminum bumper ▲ Shown with new SE package, which includes electric fuel and temp gauges, new composite skis and high-performance track.



Can you be
hyper and well-adjusted
at the same time?



Indy 600 XCR SE/Indy 600 XCR The proud heir to years of Polaris racing heritage, all dressed up this year in our Aggressive-style hood and blazing XCR white. The low center of gravity lets you take performance right to the edge, without losing your ability to maintain control. ▲ Improved liquid-cooled 600cc case-reed triple, topped with three 38mm carbs and a triple pipe exhaust ▲ Improved XTRA-10 rear suspension with 10.2" of travel ▲ New Indy XTRA-10 front suspension with 9.5" of travel ▲ Racing-derived Controlled Roll Center (CRC) steering package ▲ Fox® IFP gas shocks with tool-less front spring pre-load adjustment ▲ Dual 120 watt "Lazer Light" headlights ▲ Liquid-cooled hydraulic disc brake ▲ Integrated bumper ▲ Large automotive-style instrumentation ▲ Shown with new SE package, which includes electric fuel and temp gauges, new composite skis and high-performance track.



Indy 600 XC



Indy 440 XC



Indy XCF

Indy 440 XC Everything about it is race legal. But that doesn't mean we're giving anybody a sporting chance to beat it. ▲ Higher-output 439cc liquid-cooled twin and exhaust ▲ XTRA-10 front and rear suspension ▲ Controlled Roll Center (CRC) steering package and adjustable torsion bar ▲ Fox® IFP gas shocks ▲ New remote adjustment for the front track shock lets you control the rear suspension travel and ski pressure from the cockpit ▲ New composite skis ▲ Liquid-cooled hydraulic disc brake ▲ Large 5" diameter gauges.

Indy 600 XC From its low-slung engine to its racing-style seat, this is a sled engineered with the competitive spirit in mind. ▲ 597cc liquid-cooled triple with new higher-performance head and porting ▲ Improved XTRA-10 rear suspension and new Indy XTRA-10 front suspension with 31% more front travel than last year ▲ Controlled Roll Center (CRC) steering package and torsion bar ▲ Fox® IFP gas shocks ▲ Liquid-cooled hydraulic disc brake ▲ Large 5" diameter gauges ▲ Protective skid plate.

Indy XCF The new XCF puts our legendary racing performance into a lightweight, fan-cooled package. Riding doesn't get any more fun than this. ▲ Finely-tuned 440 fan-cooled twin ▲ Industry-leading P-85 clutch ▲ XTRA-10 suspension with 10.2" of rear travel and, now, 9.5" in front ▲ Controlled Roll Center (CRC) steering package and torsion bar ▲ Compression-adjustable Indy Select shocks up front, Ryde AFX shock in the rear ▲ Hydraulic disc brake ▲ Large 5" diameter speedo with tripmeter.



If you're only at home going full tilt,
here's your zip code.



Indy Ultra All new for '97, for riders who like a powerful three-cylinder engine with loads of torque, plus a long-legged suspension for all-day comfort. ▲ Liquid-cooled 679cc case-reed engine with three 38mm carbs ▲ Improved XTRA-12 suspension with 11.6" of rear travel and 10" in front ▲ Compression-adjustable Indy Select shocks up front, Indy Select shock in back ▲ Tool-less pre-load adjustment for front springs ▲ Torsion bar for exceptional handling ▲ Large 5" diameter speedometer with tripmeter and tachometer ▲ E-Z Steer carbide ski runners.

Indy Ultra SP Ultra performance with handling fine-tuned for aggressive riders. ▲ Performance-tuned 679cc case-reed, liquid-cooled engine with three 38mm carbs and digital ignition ▲ Improved XTRA-10 rear suspension with 10.2" of travel ▲ New Indy XTRA-10 front suspension with 9.5" of travel ▲ New Controlled Roll Center (CRC) steering package with torsion bar ▲ Compression-adjustable Indy Select shocks up front with tool-less spring pre-load adjustment ▲ Liquid-cooled hydraulic disc brake ▲ Features include large backlit 5" diameter gauges and carbide ski runners.

Indy RXL Plush ride. Electronic fuel injection for smooth, bottomless power delivery. Loads of creature comforts. About the only thing that doesn't come with the Indy RXL is a chauffeur. ▲ Liquid-cooled 648cc triple with Electronic Fuel Injection (EFI) ▲ Improved XTRA-12 suspension with 11.6" of rear travel and 10" in front ▲ Exclusive Ryde AFX shocks with adjustable damping, and tool-less front spring pre-load adjustment ▲ Torsion bar for exceptional handling ▲ Large 5" diameter speedometer with tripmeter and tachometer ▲ E-Z Steer carbide ski runners.

Indy XLT Special The industry's premier long-travel suspension, combined with a more powerful version of its most popular lightweight triple. For best results, just add snow and mash the throttle. ▲ Liquid-cooled 597cc engine with new improved performance heads and three 38mm carbs ▲ Improved XTRA-12 suspension with 11.6" of rear travel and 10" in front ▲ Fox® IFP gas shocks with tool-less front spring pre-load adjustment ▲ Torsion bar for exceptional handling ▲ Large 5" diameter speedo with tripmeter and tach ▲ E-Z Steer carbide ski runners.



Indy RXL



Indy XLT Special



Indy Ultra SP

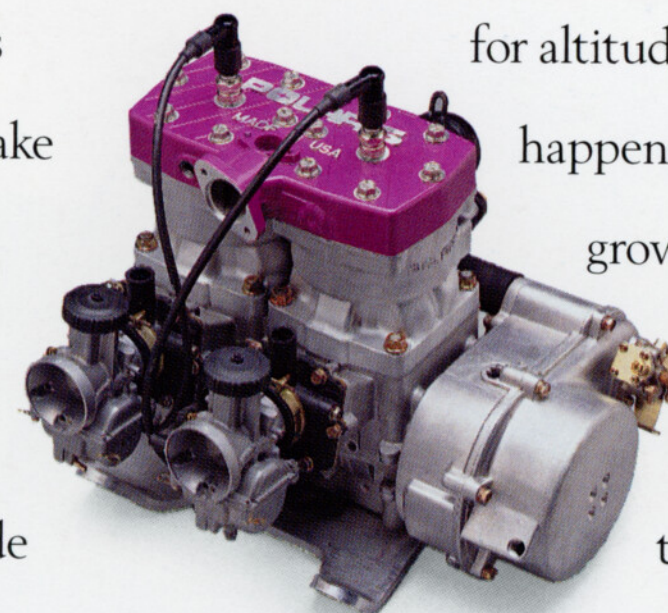
It takes a big
hammer
to carve mountains.



At
the top
of the mountain
you'll find deep snow,
thin air, and snowmobile riders
who know the only way up is on a Polaris.

We're talking serious altitude here. Snow deep enough to swallow lesser machines whole. Inclines steep enough to turn knees to jelly just looking at them. And snowmobiles with the heart and the muscle to take you directly to the top. They go by the name Rocky Mountain King (RMK for short), and if you have a passion for deep-snow, high-altitude riding you'll find plenty to like about the RMK line this year. Leading the charge for the family is an all-new 700cc case-reed twin. Its vein-popping torque and outstanding horsepower-to-weight ratio may have some riders wondering whether gravity still applies on mountain tops. We also offer three models equipped with our Altitude

Compensating Carburetor System (ACCS). The carburetor automatically adjusts its air/fuel mixture as altitude changes. No need to rejet for altitude changes. No wondering what happened to all the power once the air grows thin. All RMK models come equipped with a deeper-lugged 133.5" track (the 700 has a 136" track), to get you deep into the powder, and a narrower 38" ski stance for mountain riding. And because not all deep snow areas are alike, we offer SKS (Snow King Special) versions of many popular sleds. You get the advantages of a long track combined with a 1" deep lug track, and 41" ski stance equipped with torsion bar and added front suspension travel.



New 700 twin



38" ski stance
for mountain riding

Indy 700 RMK/Indy 700 SKS Mountains have never seen anything like it. Two big cylinders slam-packed with torque. Horsepower way out of proportion to its light weight. The new 700. Just the friend you need in high places. ▲ Liquid-cooled 700cc case-reed twin with 39mm Keihin D Slide carbs for easy throttle pull ▲ Improved XTRA-10 front and rear suspension ▲ 38" ski stance with 8.25" of front suspension travel ▲ Controlled Roll Center (CRC) steering package for sure handling ▲ 136" track with 1.5" deep lugs ▲ New lightweight composite skis ▲ Nitrogen cell front shocks with tool-less spring pre-load adjustment ▲ Compression-adjustable Indy Select shock in back ▲ Large 5" diameter gauges ▲ SKS model includes 41" wide ski stance with 9.5" of front travel, steel skis, 1.0" deep lug track, torsion bar and liquid-cooled hydraulic disc brake.



Indy Storm RMK The Storm RMK. Aim high, then squeeze the trigger. ▲ Three cylinder case-reed 794cc engine with triple-pipe exhaust and digital ignition ▲ Improved XTRA-10 suspension with 10.9" of rear travel and 8.25" in front ▲ Fox® IFP gas shocks with tool-less front spring pre-load adjustment ▲ 38" ski stance for great side-hill riding ▲ 133.5" track with 1.5" deep lugs ▲ New lightweight composite skis ▲ Automotive-style speedometer with tripmeter and tachometer ▲ Dual 120 watt "Lazer Light" headlights ▲ Impact-resistant nose cone with integrated aluminum bumper.





How far
do you want to take it?



Indy XLT RMK



Indy 500 RMK



Indy Trail RMK

Indy 500 RMK/Indy 500 SKS For many riders, no sled does it better. ▲ Liquid-cooled 488cc twin with Altitude Compensating Carburetor System (RMK only) ▲ Dual 34mm carbs have superior throttle response at elevation ▲ Improved XTRA-10 rear suspension ▲ New Indy XTRA-10 front with 38" ski stance and 8.25" of travel (41" stance and 9.5" of travel on SKS) ▲ 133.5" track with 1.25" deep lugs (1.0" deep lugs on SKS) ▲ Composite skis (RMK only) ▲ Tool-less IFS spring pre-load adjustment and compression-adjustable Indy Select rear shock ▲ Snow ingestion screens ▲ SKS includes 38mm carbs and torsion bar.

Indy XLT RMK/Indy XLT SKS They're fast, lightweight and fully-equipped to get you through the deep snow. ▲ Liquid-cooled 597cc engine with Altitude Compensating Carburetor System (RMK only) ▲ Improved XTRA-10 rear suspension ▲ Indy XTRA-10 front suspension with 38" ski stance and 8.25" of travel (41" ski stance and 9.5" of travel on SKS) ▲ 133.5" track with 1.5" deep lugs (1.0" deep lugs on SKS) ▲ New composite skis (RMK only) ▲ Tool-less IFS spring pre-load adjustment and compression-adjustable Indy Select rear shock ▲ Large 5" diameter gauges, torsion bar (SKS only), and snow ingestion screens.

Indy Trail RMK Life may be good at the top, but the Trail RMK proves you don't have to spend a fortune to ride there. ▲ Lightweight fan-cooled 488cc twin engine with Altitude Compensating Carburetor System ▲ 38" ski stance with 8.25" of travel ▲ XTRA-10 rear suspension with 10.9" of travel ▲ 133.5" track with 1.25" deep lug ▲ Tool-less IFS spring pre-load adjustment and compression-adjustable Indy Select rear shock ▲ Large 5" diameter gauges ▲ Composite skis.

What goes on behind all the scenery.



Extra space for your passenger's feet, with skid-resistant footrests.



Shielded, independently-heated (hi-low) passenger grips adjust to five heights.



Form-fitting backrest adjusts horizontally to any position with one spring-loaded lever, and includes swivel cushion adjustment.



On top of the industry's best suspensions sits its finest seat, with convenient in-seat storage.

To the ordinary person, it's the great frozen hinterland. Off the road. Buried under snow. Out of mind until the next thaw. To a snowmobiler, it's paradise. Criss-crossed by more miles of trail than the four-wheeled world has interstate highway. If you've found this place, you don't need further explanation. You know it has a beauty and a culture all its own. That it's filled with people who believe the best thing in life is to be out riding in a group. And the second best thing is to be gathered around a table full of steaming mugs, talking about the ride. No doubt you've discovered the snowmobile clubs that are sprouting up faster than the pine trees all across the snowbelt. They put in endless hours grooming the trails. Something all of us can appreciate. They also give us every kind of excuse to get out and ride the trails. From cook-outs to full-fledged winter festivals. To keep it all going full-tilt, we at Polaris have a new breed of touring machines ready to take you out. Fun, dependable engines. Comfort laid on thicker than Grandma's goose down quilt. Big, sculpted seats and backrests. The right ergonomics for holding two sets of feet and hands. The machines are built right for snow touring because, as anyone who's spent time on the trails knows, we like to be out there riding just as much as you.

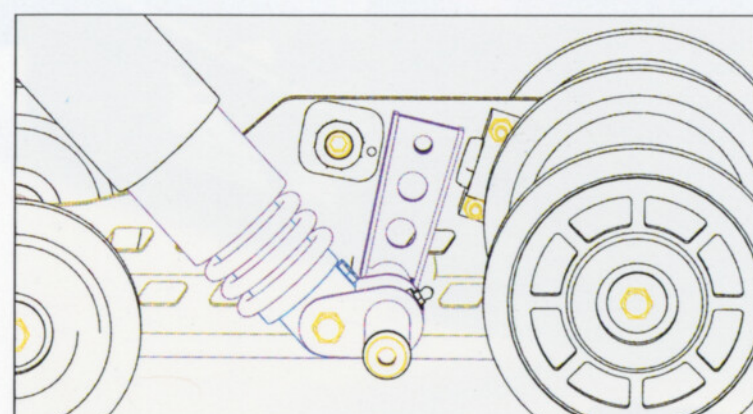
Jack and Mary Stein and the Seeley Lake Driftriders, out enjoying the Montana countryside. Be sure and check into the snowmobile clubs in your area. They can't wait to get you and your new Polaris out riding.







Indy Ultra Touring Take a good, long look at this one. The new Ultra Touring has styling enough to knock your thermal socks off. Even better, the big triple under that sleek hood packs enough torque to get you through anything. And back again. ▲ High-performance, liquid-cooled 679cc engine with case-reed induction ▲ Improved XTRA-12 suspension with 12.8" of rear travel and 10" in front ▲ Exclusive Ryde AFX shocks front and rear, with adjustable compression and tool-less front spring pre-load adjustment ▲ Deluxe touring package, including infinite-range adjustable backrest and independently-controlled driver and passenger handwarmers ▲ 133.5" track ▲ Dual "Lazer Light" headlights ▲ Liquid-cooled hydraulic disc brake ▲ Large automotive-style instrumentation ▲ Integrated aluminum bumper and impact-resistant nose cone ▲ Standard features include electric start, reverse, electric fuel gauge and newly styled mirrors (Shown with accessory standard-height windshield).



Adjustable scissor stops are just part of the numerous adjustment features you'll find on the XTRA-12 suspension.

Indy XLT Touring Sure you have a destination in mind, but that doesn't mean you can't have loads of fun getting there. That's what the Xtra Light Triple has always been all about. ▲ Liquid-cooled 597cc triple combines power with fuel efficiency ▲ Improved XTRA-12 suspension with 12.8" of rear travel and 10" in front ▲ Compression-adjustable Indy Select front shocks, plus adjustable Indy Select/Ryde AFX shocks in the rear ▲ Tool-less front spring pre-load adjustment ▲ Deluxe touring package, including adjustable hand holds and swivel backrest cushion ▲ 133.5" track ▲ Powerful 75 watt headlight ▲ Large 5" diameter gauges ▲ Standard features include electric start, reverse gear, electric fuel gauge, E-Z Throttle System and newly styled mirrors.



Indy Classic Touring Like the name says, a touring machine with all the excitement, well-behaved trail manners and ever-constant reliability that made Polaris famous.

- ▲ Fuel-efficient, liquid-cooled 488cc twin cylinder engine with 34mm carbs
- ▲ Improved XTRA-12 suspension with 12.8" of rear travel and 10" in front
- ▲ Indy Select front and rear shocks with adjustable compression, plus tool-less front spring pre-load adjustment
- ▲ Deluxe touring package, including adjustable backrest, independently-controlled driver and passenger handwarmers and over-sized passenger foot area
- ▲ 133.5" track
- ▲ Hydraulic disc brake
- ▲ Standard features include powerful 75 watt halogen headlight, electric start, reverse gear, electric fuel gauge, 5" speedo with tripmeter and tach, new-style mirrors, and E-Z Throttle System.

Indy Sport Touring The strong-hearted, fan-cooled 440 twin gets plenty of mileage out of a gallon of gas. The rest of the package gets good mileage out of your budget.

- ▲ Higher-performance 432cc fan-cooled engine and exhaust package
- ▲ XTRA-10 rear suspension, Independent Front Suspension (IFS)
- ▲ Nitrogen cell shocks in front, and an adjustable-compression Indy Select shock in the back
- ▲ 133.5" long track
- ▲ Comfort features include multi-position backrest and driver handwarmers
- ▲ Hydraulic disc brake
- ▲ Standard features include low oil light, tall windshield and large 5" diameter speedometer.



Indy Lite GT You want to go two-up and you want to keep it simple. The Lite GT does it with a surprising amount of style. Along with a well-earned reputation for being a joy to ride. ▲ Fan-cooled 339cc twin cylinder engine with twin carbs ▲ Proven Polaris Independent Front Suspension (IFS) ▲ Creature comforts include backrest, driver handwarmers and thumbwarmer ▲ 133.5" long track ▲ Standard features include speedometer, tripmeter, low oil light, tow-hitch, rear storage rack and front bumper.



Indy Trail Touring Built to find all the thrills a trail has to offer, and still carry you and a friend in comfort. No wonder riders love it. ▲ Powerful fan-cooled 488cc twin ▲ XTRA-10 rear suspension, and Indy XTRA-10 front suspension with 9.5" of travel ▲ Nitrogen cell shocks in front, plus an adjustable-compression Indy Select shock in back ▲ Tool-less front spring pre-load adjustment ▲ Touring package includes multi-position backrest, newly styled mirrors and 133.5" track ▲ Hydraulic disc brake ▲ Standard features include powerful 75 watt halogen headlight, electric start, reverse gear, 5" speedo with tripmeter, dual-range driver handwarmers and thumbwarmer, E-Z Steer carbide ski runners and E-Z Throttle System.

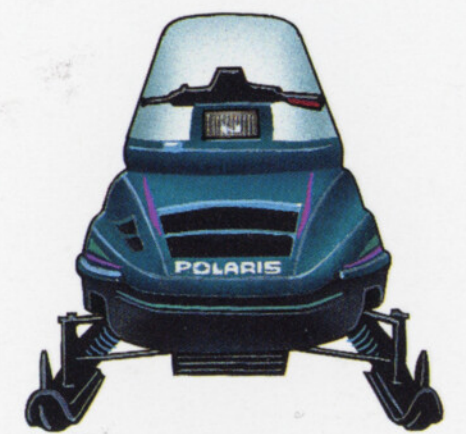




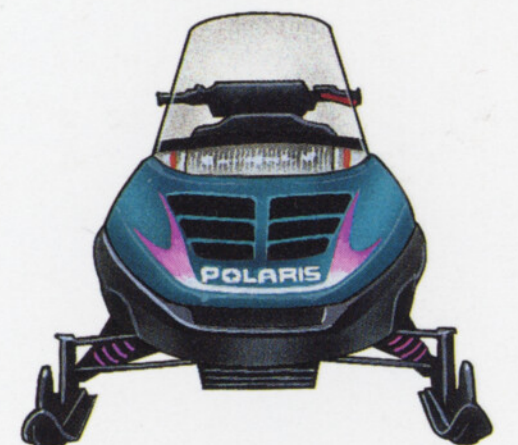
For some, it's not the destination. It's the journey.

It's going because you want to, not because you have to. Spinning circles in a meadow for the sheer joy of seeing the powder fly. Taking the family on a quick trip over the bridge and through the woods to grandmother's house. Or anywhere else you decide to stop instead. It's fresh, frosty air, rosy cheeks, and thumbs operating something way more exciting than the TV remote.

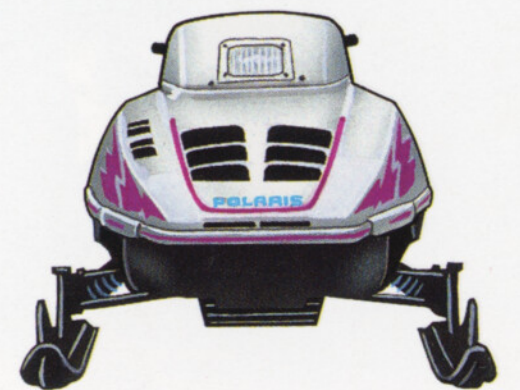
Getting families and friends out riding, wherever and however they want to go, is the best reason we can think of to build all the snowmobiles we do. Just look at the machines on the next few pages. If you're getting into riding for the first time, you'll appreciate sleds that are both well-mannered and easy to own, like our Indy Lites. If you're ready for a little more machine, you'll find plenty to like about sleds like the fan-cooled 440. Then there's the XLT family. Loads of performance, yet still easy to ride and handle. No matter which model you choose, you'll find it loaded with creature comforts, great suspensions, powerful engines and legendary Polaris durability. Enough to make riding fun for everyone. Just like it should be. After all, who's ever heard of anyone on a Polaris whining, "Are we there yet?"



Regular



Spicy



Extra Hot

Peggy, Mark and Krysia. Two generations of a family that's been riding Polaris machines for the past 22 years.

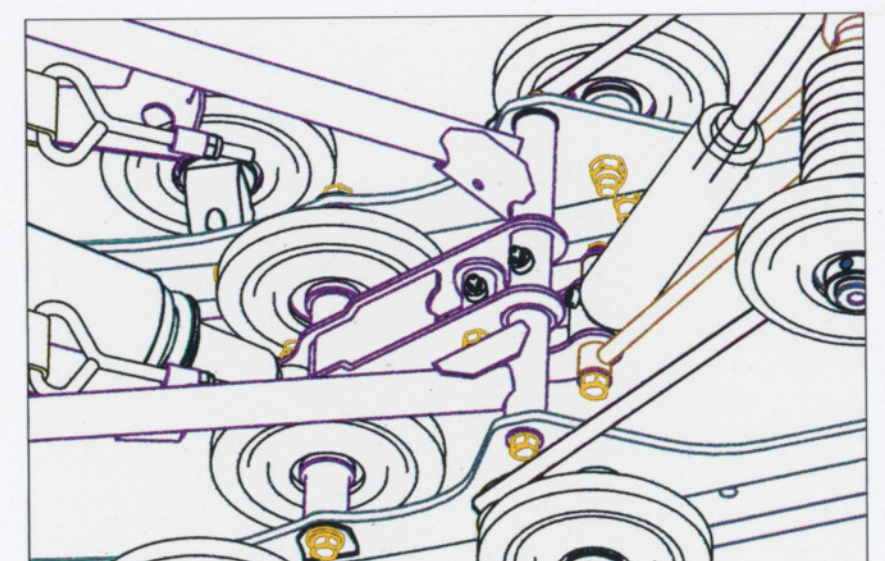
Indy XLT Limited Think of it as our Best Dressed XLT. The front-of-the-pack performance that made our Xtra Light Triple famous, looking better than ever with an Evolved-style hood and chassis. One minute it's pleasing your eyes. The next, it's pressing them into the back of their sockets.

- ▲ New Liquid-cooled 597cc engine with 34mm carbs
- ▲ Improved XTRA-12 suspension with 11.6" of rear travel and 10" in front
- ▲ Indy Select front shocks with adjustable compression and tool-less front spring pre-load adjustment
- ▲ Adjustable Indy Select shock in back
- ▲ Torsion bar for exceptional handling
- ▲ Hydraulic disc brake
- ▲ 5" diameter speedo with tripmeter and tach
- ▲ Larger 200 watt alternator
- ▲ Powerful 75 watt halogen headlight
- ▲ E-Z Steer carbide ski runners
- ▲ Creature comforts include dual-range handwarmers and thumbwarmer.



Indy XLT Lightweight yet overflowing with performance. The surge of triple-cylinder muscle is enough to turn even a trip around the backyard into the best feeling you've had all day.

- ▲ Liquid-cooled 597cc engine
- ▲ Now equipped with improved XTRA-10 suspension, giving you 10.2" of rear travel and 9.5" in front
- ▲ Nitrogen cell front shocks with tool-less front spring pre-load adjustment
- ▲ Compression-adjustable Indy Select shock in back
- ▲ Torsion bar for exceptional handling
- ▲ Hydraulic disc brake
- ▲ Large 5" diameter speedo with tripmeter and tach
- ▲ Carbide ski runners
- ▲ Comfort features include dual-range handwarmers and thumbwarmer.



Exclusive Indy Select shocks let you adjust compression damping up to 300% with the simple turn of a screw valve.





Indy Classic If you enjoy true-to-Polaris performance with all the trimmings, this is the machine to have. You get one of the most popular engines on the snow, wrapped up in enough creature comforts to keep a rider going for as long as there's trail to ride on. ▲ Powerful 488cc liquid-cooled twin with 38mm carbs ▲ XTRA-12 suspension with 11.6" of rear travel and 10" in front ▲ Nitrogen cell front shocks with tool-less front spring pre-load adjustment ▲ Compression-adjustable Indy Select shock in back ▲ Torsion bar for exceptional handling ▲ Hydraulic disc brake ▲ Standard features include powerful 75 watt halogen headlight, reverse gear, mirrors, electric start, 5" diameter speedometer and tachometer, electric fuel gauge and E-Z Steer carbide ski runners.

Indy 440 The Indy 440. All the proof a rider needs that you don't have to give up economy to get a great suspension, along with a powerful yet fuel-efficient engine. ▲ Liquid-cooled 432cc twin-cylinder engine with 34mm carbs ▲ XTRA-10 suspension with 10.2" of rear travel ▲ New Indy XTRA-10 front suspension with 9.5" of travel ▲ Nitrogen cell front shocks with tool-less front spring pre-load adjustment ▲ Compression-adjustable Indy Select shock in back ▲ Torsion bar for exceptional handling ▲ Hydraulic disc brake ▲ Standard features include powerful 75 watt halogen headlight, 5" diameter gauges, low oil and engine temperature indicator lights, snow ingestion screens, E-Z Steer carbide ski runners and E-Z Throttle System.



Indy 500 EFI Snow-blistering acceleration and a plush long-travel suspension are not usually things you'd expect in the same machine. Then again, Electronic Fuel Injection (EFI) makes sure this is definitely not your typical snowmobile. ▲ Liquid-cooled 488cc twin with EFI for smooth, immediate power delivery at any altitude or temperature ▲ Improved XTRA-12 suspension with 11.6" of rear travel and 10" in front ▲ Nitrogen cell front shocks with tool-less front spring pre-load adjustment ▲ Compression-adjustable Indy Select shock in back ▲ Torsion bar for exceptional handling ▲ Hydraulic disc brake ▲ Standard features include powerful 75 watt halogen headlight, snow ingestion screens, 5" speedo with tripmeter and tach, and E-Z Steer carbide ski runners.



Indy 500 This may well be the most acclaimed snowmobile ever built. Even better, you don't need more than a squeeze of the throttle to see what all the commotion is about. ▲ Liquid-cooled 488cc twin-cylinder engine with 38mm carbs ▲ XTRA-10 rear suspension with 10.2" of travel ▲ New Indy XTRA-10 front suspension with 9.5" of travel (31% more than last year) ▲ Nitrogen cell front shocks with tool-less front spring pre-load adjustment ▲ Compression-adjustable Indy Select shock in back ▲ Torsion bar for exceptional handling ▲ Hydraulic disc brake ▲ Standard features include powerful 75 watt halogen headlight, and 5" speedometer with tripmeter and tach, carbide ski runners, dual-range handwarmers and thumbwarmer.





Indy Sport



Indy Super Sport

Indy Sport The Sport gets even sportier for '97, thanks to a higher-performance engine and exhaust package. And, for the first time, a long-travel ride.

- ▲ Fan-cooled 432cc twin cylinder engine with dual carbs
- ▲ New XTRA-Lite rear suspension with 9.2" of travel (Almost 40% more true vertical travel than the Sport had last year)
- ▲ Independent Front Suspension (IFS) with 7.25" of travel
- ▲ Hydraulic disc brake
- ▲ Features include large 5" speedometer with tripmeter, low oil indicator light, and handwarmers and thumbwarmer.

Indy Super Sport Never one to be outdone, the Super Sport also gets more performance. Namely, a bigger engine and new pipe with enough go to turn your knuckles as white as this sled's paint.

- ▲ New fan-cooled 488cc twin
- ▲ XTRA-10 suspension with 10.2" of rear travel and now 9.5" in front
- ▲ Tool-less front shock spring pre-load adjustability, plus an adjustable Indy Select shock in back
- ▲ Torsion bar for exceptional handling
- ▲ Industry-leading P-85 clutch
- ▲ Hydraulic disc brake
- ▲ Large 5" gauges and carbide ski runners.

Indy Trail True to its name, the Trail has one mission. To get you out riding every chance there is.

- ▲ Powerful fan-cooled 488cc twin
- ▲ XTRA-10 suspension with 10.2" of rear travel and 9.5" in front (31% more than last year)
- ▲ Tool-less front shock spring pre-load adjustability, plus an adjustable Indy Select shock in back
- ▲ Torsion bar for exceptional handling
- ▲ Hydraulic disc brake
- ▲ Standard features include 5" speedo, tach and tripmeter, 75 watt halogen headlight, E-Z Steer carbide ski runners, dual-range hand and thumbwarmers, and E-Z Throttle System.





The line
starts here.



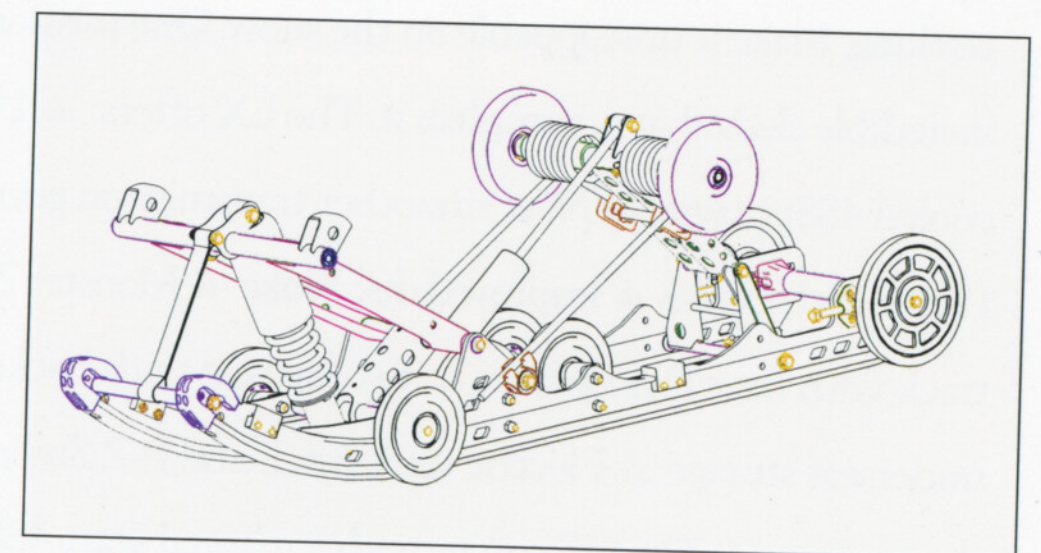
Indy Lite



Indy Lite Deluxe

Indy Lite It can get you into a lifetime of riding. Not to mention getting you into places that you wouldn't dare ride on any other low-priced sled (Shown with accessory front bumper). ▲ Fan-cooled 339cc twin cylinder engine with dual carbs, providing plenty of motivation for the Lite chassis ▲ New XTRA-Lite rear suspension with 9.2" of travel ▲ Independent Front Suspension (IFS) with 7" of travel ▲ Standard features include protective windshield, speedometer with tripmeter and fuel gauge.

Indy Lite Deluxe An Indy Lite isn't just the lightest full-size machine in the industry. It's also incredibly comfortable and fun to ride, particularly when you order the Deluxe package (Shown with accessory front bumper). ▲ Fan-cooled 339cc twin with dual carbs ▲ New XTRA-Lite rear suspension with 9.2" of travel, matched to an IFS front ▲ E-Z Steer carbide ski runners ▲ Electric start ▲ Standard features include low oil indicator light, speedo with tripmeter, fuel gauge, hand and thumbwarmers.



New XTRA-Lite suspension puts 9.2" of travel under your seat (Almost 40% more true vertical travel than last year).



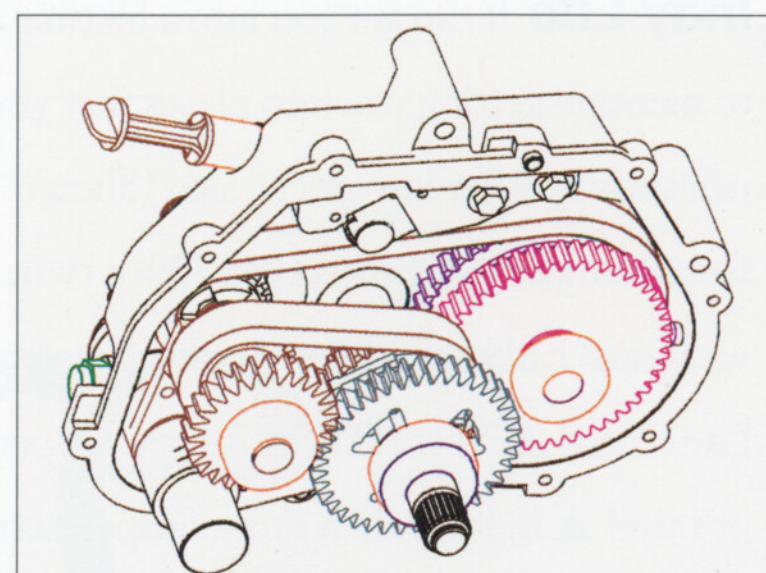
Indy WideTrak LX



Indy Tran Sport

Indy WideTrak LX/GT Make it tough. Make it hard-working. Make it unstoppable on the snow. One mission, two incredible sleds that accomplish it. The LX offers: ▲ Liquid-cooled 488cc twin ▲ New smoother transmission geared for Hi/Lo and reverse ▲ Improved disc brake ▲ Monster 20" x 156" track with new 1" deep lugs ▲ Two-up seat with backrest and underseat storage ▲ Electric start, hitch and E-Z Steer carbide ski runners ▲ The GT comes with a manual-start 488cc fan-cooled twin and 20" x 141" track.

Indy Tran Sport The snowmobile with the split personality. Part work machine, part great touring sled. ▲ New, added-performance 432cc fan-cooled twin ▲ 15" x 141" track with 1.13" deep lugs ▲ Independent Front Suspension (IFS) with 7.25" of travel and 38" ski stance ▲ Hydraulic disc brake ▲ New reverse, large 5" speedometer with tripmeter, cargo carrier, hitch, backrest, passenger footrests, and driver handwarmers and thumbwarmer are all standard.



All new WideTrak transmission makes it easier to shift on hills. Includes Hi/Lo and Reverse with improved disc brake.





Get out in a blaze of glory.



Reflex Jacket



**Men's Shooting
Star Jacket**



Leather Race Pants

As anyone who rides knows, it's not easy to have fun when you look like an over-stuffed mattress. That's why there's Polaris WinterWear. The right look. The right feel. Whether you're blazing down a trail or back in the lodge by a crackling fire. Here's just a sampling of what your dealer has available. **Men's and Women's Leather Racing Suits.** All new white-hot look by Hein Gericke.™ Just as tough and warm as last year, with 25% less weight and a great soft touch. **Leather Racing Pants.** Exclusive Z.I.P.™ system makes jacket and pants feel like a one piece suit. **Reflex Jacket.** Popular flight jacket styling. **Men's Shooting Star Jacket.** Embroidered design with high collar to keep out the cold.



**Women's Silhouette and
Men's H.O.T. Suits**



Youth Full-Face Helmet



Xtreme Fiberglass Helmet



Xtreme Kevlar Helmet



Kevlar Race Helmet



Star Leather Jacket



Polaris Sweaters



Nylon Race Jackets



Star Leather Bibs



Polaris Headwear



Race Crew Jacket

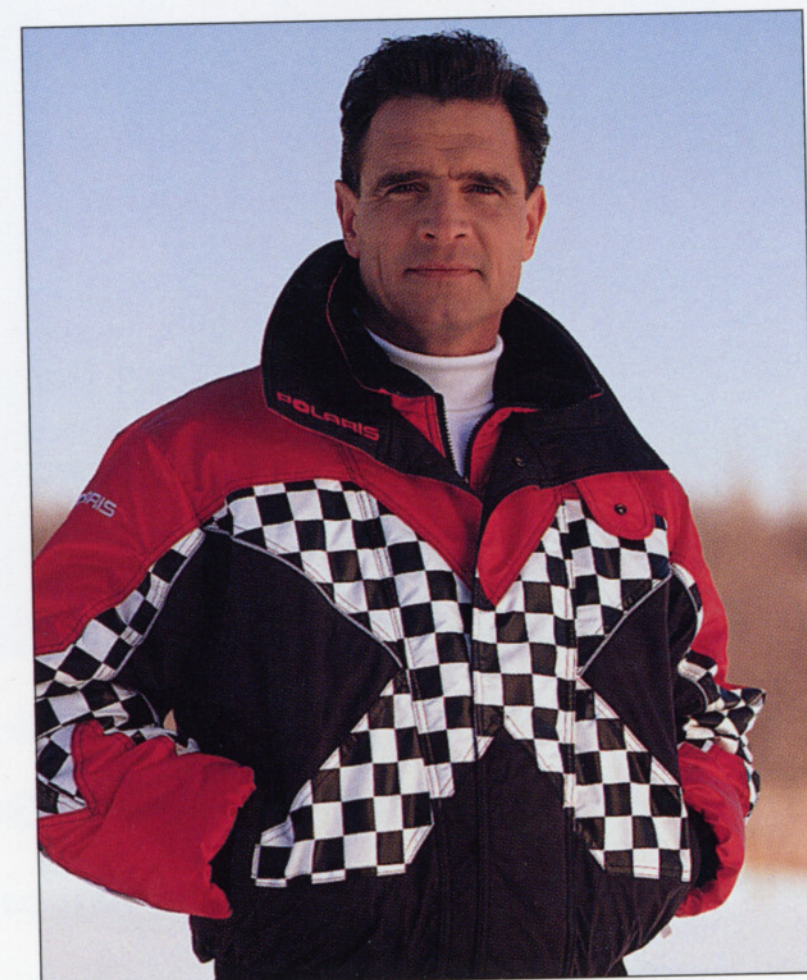


Indy Race Gloves



**Men's High Top Sneakers
and Hiker Boots**

Competition "X" Jacket



Women's Silhouette Leather Jacket and Drop Seat Leather Bibs. Supple soft-touch leather. **Men's H.O.T. Suit.** By Hein Gericke™ in Deep Violet leather, for a look as hot as your new sled. **Polaris Helmets.** All new for '97, handcrafted in fiberglass, Kevlar or Polycarbonate. **Star Leather Jacket and Bibs.** Warm, flexible mid-weight leather. **Polaris Sweaters.** Can't lose with this styling. **Polaris Headwear.**

Including new "Bomber" styles. **Indy Race Gloves.** Durable, breathable goatskin. **Men's High Top Sneakers and Hiker Boots.** After all, you can't spend your whole life in snow-mobile boots. **Nylon Race Jackets.** Check out the Team Polaris graphics. **Race Crew Jacket.** You can't get any closer to the action than this. **Competition "X" Jacket.** All-new, with a bold race-inspired design.



Women's Warm-up Vest and Pant



Women's White Boots

Women's Warm-up Vest and Pant.

Stylish matched set of water-repellent sparkle fabric.

Women's White Boots. Nothing goes better with snow. **Polaris Baseball-Style Caps.**

Pop one on after a long day in a snowmobile helmet.

X-Jacket. This look can own any trail. **Gore-Tex® Gloves.** If aggressive riding makes your palms sweat, you'll appreciate the breathable Gore-Tex used in these



Polaris Baseball-Style Caps



Gore-Tex® Bibs

premium riding gloves. **Nylon Gloves and Mittens.** Plenty of warm Dupont Hollofil II® inside. **Gore-Tex® Bibs.** All-day comfort under any conditions. Perspiration gets out. Wind and moisture can't get in. **Competitor Leather Gloves.** Water-resistant cowhide gloves give you plenty of maneuverability. **Indy Leather Gloves.** Made of strong and durable goatskin. **Competition "X"**



X-Jacket



Gore-Tex® Gloves



Nylon Gloves and Mittens



Competitor and Indy Leather Gloves

Jacket. This kind of styling doesn't take a back seat to anything. **Keystone Jacket.** Loaded with pockets, not to mention warmth. **Reflex Jacket.** With all-new embroidery. **Men's and Women's Xtreme Suits.** High-tech riding gear in a rugged 230 Denier Koslan nylon shell. Z.I.P.™ system joins jacket and pants quickly and easily, to give you the all-out comfort of a one-piece design.



Competition "X" Jacket



Keystone Jacket



Reflex Jacket



**Men's and Women's
Xtreme Suits**



**Women's and Girl's
Freestyle Jackets**



**Men's and Women's
Touring Jackets**



**Men's and Women's
Indy Tech bibs**



**Men's and Women's
Premium Bibs**



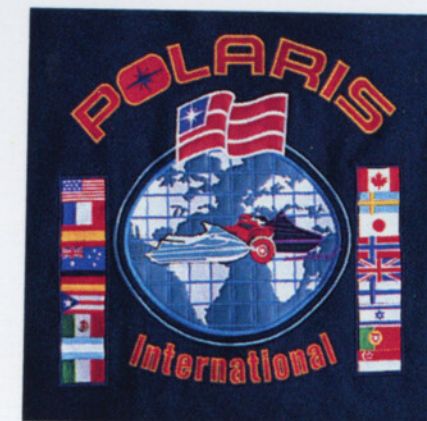
Boy's Jacket



Indy Leather Jacket



Polaris Worldwide Jacket



Jacket Back

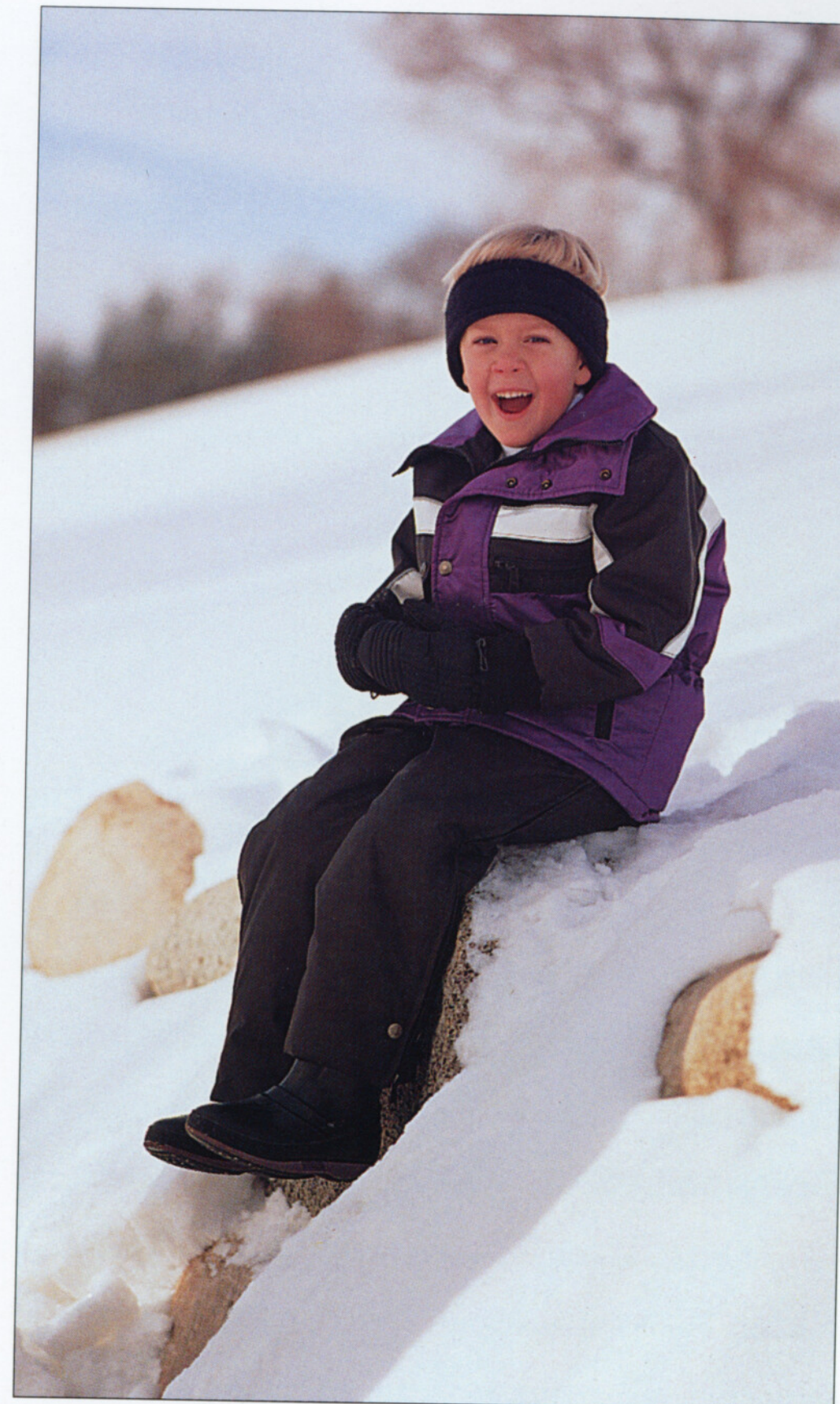


Girl's Jacket



Polaris Dufflebags

Youth Jacket



Turbo Fan Goggles



Dual Lens Goggles



Kid's Goggles

Women's Freestyle Jacket. Why not melt a few hearts while you're out in the snow? Also available in teal.

Girl's Freestyle Jacket. Same styling, smaller sizes. Includes big, comfortable synthetic fleece hood. **Men's and Women's Touring Jackets.** Plenty of convenient pockets, along with high collars and draw-string waists to keep out the wind. **Men's and Women's Indy Tech Bibs.** Includes full zippered leg (Women's bib pictured). **Men's and Women's Premium Bibs.** Of premium Supplex® nylon. (Women's bib pictured).

Boy's Jacket. Race-inspired styling just like Dad's.

Indy Leather Jacket. Racing-weight leather with a sizzling look. **Polaris Worldwide Jacket.** Melton wool and leather with embroidered design on the chest and full back. **Polaris Dufflebags.** We even have one to hold your helmet. **Turbo Fan Goggles, Dual Lens Goggles, Kid's Goggles.** Choose from a wide variety of styles, many equipped with No-Fog™ lenses to keep your vision clear. **Youth Jacket.** Touring styling. Small on size, not features.



Featherlite® Trailer



Accessory Backrest



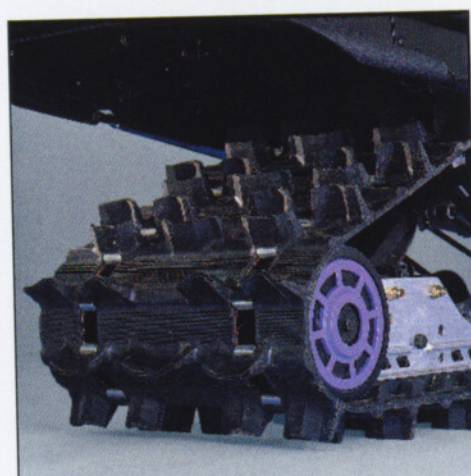
Tank Bag



Cargo Rack



E-Z Throttle System



Deep Lug Track



Skid Plate and Ski Skins



Reverse Gear Kit



Electric Start Kit



Composite Skis



Trail Rider
See poster fit
chart for application.



Polaris Paint Products

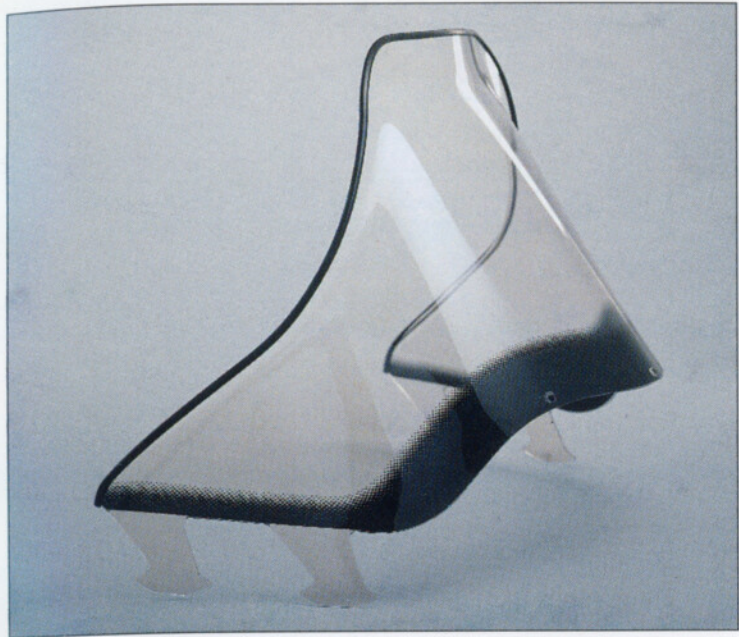


**Polaris Premium
Maintenance Products**

Featherlite® Trailer. Two-place aluminum trailer (shown with accessory salt shield). Four and six place trailers also available. **Tank Bag.** Includes cover and built-in mapholder, to keep your gear secure. **Reverse Gear Kit.** Maneuver easily in tight areas. **Deep Lug Tracks.** The ultimate in deep snow performance. **Composite Skis.** An easy way to reduce unsprung weight, and add some color to your machine. **Trail Rider.** Hooks up easily, gets your whole family out riding. Fiberglass construction with padded seat, safety

hooks and brake lights. **Accessory Backrest.** Includes sculpted foam cushion. **Skid Plate.** Color-coded to match sled's graphics. **Ski Skins.** Add a little color, and get new performance in the bargain. **Polaris Paint Products.** For everything from touch-ups to a whole new look for your sled. **E-Z Throttle System.** Keeps your thumb going all day long. **Cargo Rack.** Sturdy rack holds all the essentials for those extended trail rides. **Polaris Premium Maintenance Products.** Specially

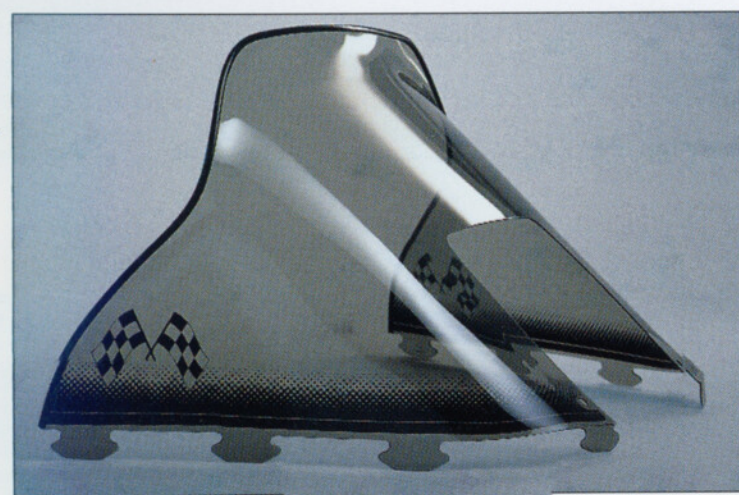
formulated to keep your sled in perfect running condition. **Electric Start Kit.** Gets you out and riding fast. **Polaris Accessory Windshields.** Add style to your machine. Specify Lite, Standard Indy, Evolved or Aggressive body style to go with your machine. **Windshield Pods.** Deflect wind for warmer hands. Choose black, white or tinted. **Polaris Snowmobile Covers.** Protect your investment with our covers. Shown from top to bottom, Premium Cover, Dust Cover, Body Cover or Super Cover styles.



**Aggressive-Style
Mid-Height
Windshield
(Clear)**



**Aggressive-Style
Low Windshield
(Tinted)**



**Indy-Style
Mid-Height
Windshield
with Flags
(Smoke)**



**Indy-Style
Flared
Windshield
(Tinted)**



**Evolved-Style
Low Windshield
(Black)**

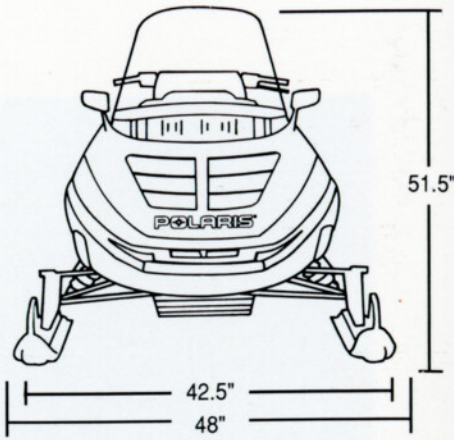
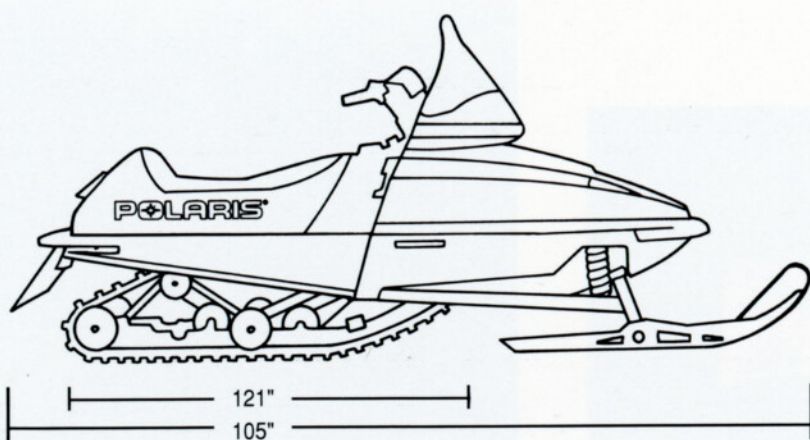
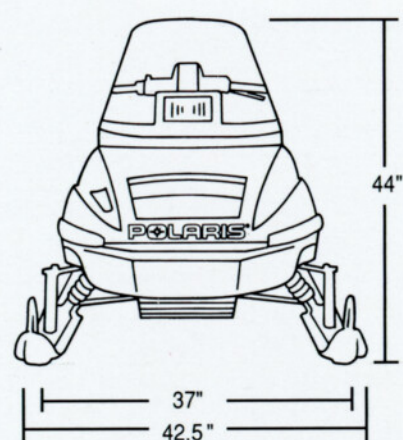


**Indy-Style
Windshield Pods
with Flags
(Black)**
(Windshield
not included)



Polaris Snowmobile Covers

Technical Data



FAN-COOLED/ENTRY LEVEL

TWO-UP TOURING

FAMILY/PERFORMANCE

Dimensions/Weight	Indy Lite	Indy Lite Deluxe	Indy Sport	Indy Super Sport	Indy Trail	Indy Lite GT	Indy Sport Touring	Indy Trail Touring	Indy Classic Touring	Indy XLT Touring	Indy Ultra Touring	Indy 440	Indy 500	Indy 500 EFI
ESTIMATED DRY WEIGHT, LBS/KGS	391 / 177	417 / 189	421 / 191	446 / 202	457 / 207	437 / 198	460 / 209	518 / 235	578 / 262	603 / 274	625 / 283	472 / 214	470 / 213	496 / 225
APPX HEIGHT, IN/CM	44 / 112	44 / 112	44 / 112	38.5 / 98	47.5 / 120	48 / 122	45 / 114	48 / 122	51.5 / 131	51.5 / 131	47 / 119	47.5 / 120	41 / 104	49.5 / 126
APPX OVERALL LENGTH, IN/CM	105 / 267	105 / 267	108 / 274	108 / 274	108 / 274	115 / 292	114 / 290	114 / 290	115 / 292	115 / 292	115 / 292	108 / 274	108 / 274	108 / 274
MAXIMUM WIDTH, IN/CM	42.5 / 108	42.5 / 108	43.5 / 110.5	46.5 / 118.1	46.5 / 118.1	42.5 / 108	43.5 / 110.5	46.5 / 118.1	48 / 121.9	48 / 121.9	48 / 121.9	46.5 / 118.1	46.5 / 118.1	48 / 121.9
SKI CENTER DISTANCE, IN/CM	37 / 94	37 / 94	38 / 96.5	41 / 104.1	41 / 104.1	37 / 94	38 / 96.5	41 / 104.1	42.5 / 108	42.5 / 108	42.5 / 108	41 / 104.1	41 / 104.1	42.5 / 108
FUEL CAPACITY, U.S. GALS/LITERS	8 / 30.3	8 / 30.3	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	8 / 30.3	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5

Engine

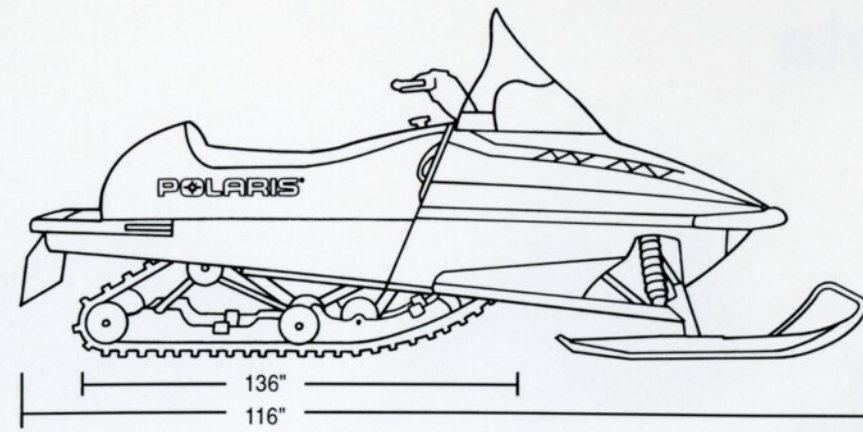
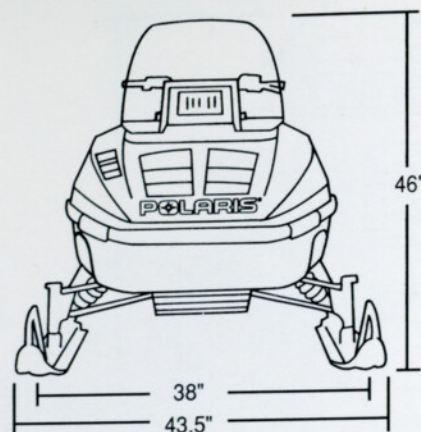
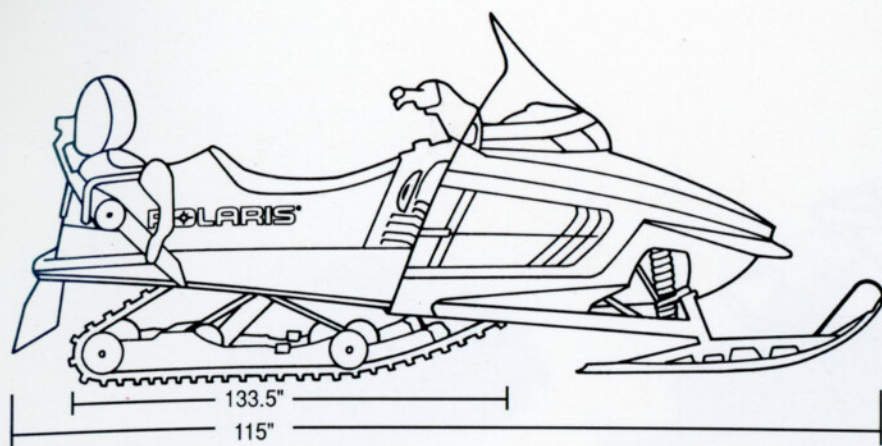
ENGINE CC, COOLING, CYLINDERS	339 Fan-Cooled Twin	339 Fan-Cooled Twin	432 Fan-Cooled Twin	488 Fan-Cooled Twin	488 Fan-Cooled Twin	339 Fan-Cooled Twin	432 Fan-Cooled Twin	488 Fan-Cooled Twin	488 Liquid-Cooled Twin	597 Liquid-Cooled Triple	679 Liquid-Cooled Triple	432 Liquid-Cooled Twin	488 Liquid-Cooled Twin	Fuel-Injected, 488 Liquid Twin
INTAKE DESIGN	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Case Reed	Piston Port	Piston Port	EFI
CARBURETION	2-VM30SS	2-VM30SS	2-VM34SS	2-VM34SS	2-VM34SS	2-VM30SS	2-VM34SS	2-VM34SS	2-VM34SS	3-VM34SS	3-VM38AL	2-VM34SS	2-VM38AL	2-46mm Throttle Bodies
IGNITION TYPE	CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI	Digital CDI	CDI	CDI	CDI
LUBRICATION	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
EXHAUST	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe

Suspension

TRACK WIDTH/LENGTH, LUG HEIGHT, IN	15 x 121 x .66	15 x 121 x .66	15 x 121 x .71	15 x 121 x .82	15 x 121 x .82	15 x 133.5 x .82	15 x 133.5 x .82	15 x 133.5 x .82	15 x 133.5 x .82	15 x 133.5 x .82	15 x 133.5 x .82	15 x 121 x .82	15 x 121 x .82	15 x 121 x .82
FRONT SUSPENSION TYPE	IFS	IFS	IFS	IFS, XTRA-10	IFS, XTRA-10	IFS	IFS	IFS, XTRA-10	IFS, XTRA-12	IFS, XTRA-12	IFS, XTRA-12	IFS, XTRA-10	IFS, XTRA-10	IFS, XTRA-12
TORSION BAR	Optional	Optional	Optional	Standard	Standard	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
FRONT SHOCKS	Hydraulic	Hydraulic	Hydraulic	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Hydraulic	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Indy Select, Threaded Adj.	Indy Select, Threaded Adj.	Ryde AFX, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.
FRONT SUSPENSION TRAVEL, IN/CM	7 / 17.8	7 / 17.8	7.25 / 18.4	9.5 / 21.4	9.5 / 24.1	7 / 17.8	7.25 / 18.4	9.5 / 24.1	10.0 / 25.4	10.0 / 25.4	10.0 / 25.4	9.5 / 24.1	9.5 / 24.1	10.0 / 25.4
REAR SUSPENSION TYPE	XTRA-Lite	XTRA-Lite	XTRA-Lite	XTRA-10	XTRA-10	Std Slide Rail	XTRA-10	XTRA-10	XTRA-12	XTRA-12	XTRA-12	XTRA-10	XTRA-10	XTRA-12
REAR SHOCKS	Hydraulic	Hydraulic	Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Indy Select	Indy Select / Ryde AFX	Ryde AFX	Indy Select / Hydraulic	Indy Select / Hydraulic	Nitrogen Cell / Indy Select
REAR SUSPENSION (AXLE) TRAVEL, IN/CM	9.2 / 23.4	9.2 / 23.4	9.2 / 23.4	10.2 / 25.9	10.2 / 25.9	7.5 / 19.1	8.3 / 21.1	8.3 / 21.1	12.8 / 32.6	12.8 / 32.6	12.8 / 32.6	10.2 / 25.9	10.2 / 25.9	11.6 / 29.5

Features

DISC BRAKE TYPE	Mechanical	Mechanical	Hydraulic	Hydraulic	Hydraulic	Mechanical	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Liquid-Cooled Hydraulic	Hydraulic	Hydraulic	Hydraulic
SKI TYPE	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel
HEADLIGHT, HIGH/LOW WATTS, TYPE	60 / 60 Incandescent	60 / 60 Incandescent	60 / 60 Incandescent	60 / 60 Incandescent	75 / 60 Halogen	60 / 60 Incandescent	60 / 60 Incandescent	75 / 60 Halogen	75 / 60 Halogen	75 / 60 Halogen	90 / 90 Halogen	75 / 60 Halogen	75 / 60 Halogen	75 / 60 Halogen
REVERSE	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Standard	Standard	Standard	Standard	Optional	Optional	Optional
ELECTRIC START	Optional	Standard	Optional	Optional	Optional	Optional	Optional	Standard	Standard	Standard	Standard	Optional	Optional	Optional
SPEEDOMETER & TRIPMETER	Standard	Standard	Standard, 5"	Standard, 5"	Standard, 5"	Standard	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, Flush Style	Standard, 5"	Standard, 5"	Standard, 5"
TACHOMETER	n/a	n/a	Optional	Standard, 5"	Standard, 5"	n/a	Optional	Optional	Standard, 5"	Standard, 5"	Standard, Flush Style	Standard, 5"	Standard, 5"	Standard, 5"
HANDWARMERS	Optional	Standard	Standard	Standard	Standard, Dual Range	Standard	Standard	Standard, Dual Range	Standard, Dual & Passenger	Standard, Dual & Passenger	Standard, Dual & Passenger	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range
THUMBWARMER	Optional	Standard	Standard	Standard	Standard	Standard	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard
ELECTRIC FUEL GAUGE	n/a	n/a	Optional	Optional	Optional	n/a	Optional	Optional	Standard	Standard	Standard	Optional	Optional	Optional
ELECTRIC TEMPERATURE GAUGE	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Optional	Optional	Optional	Optional	Optional	Optional
HI TEMP LIGHT/LOW OIL LIGHT	n/a / Opt	n/a / Std	n/a / Std	n/a / Std	n/a / Std	n/a / Std	n/a / Std	n/a / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std
CARBIDE SKI RUNNERS	Optional	Std, E-Z Steer	Optional	Standard	Std, E-Z Steer	Optional	Optional	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer
SKID PLATE	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
MIRRORS	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Standard	Standard	Standard	Standard	Optional	Optional	Optional
FRONT BUMPER	Optional	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard, Integrated	Standard	Standard	Standard
STORAGE RACK/TOW HITCH	Optional	Optional	Optional	Optional	Optional	Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
BACKREST/TWO-UP SEAT	n/a	n/a	Optional	Optional	Optional	Standard	Standard	Standard	Standard, Dlx	Standard, Dlx	Standard, Dlx	Optional	Optional	Optional
E-Z THROTTLE SYSTEM	n/a	n/a	Optional	Optional	Standard	n/a	Optional	Standard	Standard	Standard	Optional	Standard	Optional	n/a



PERFORMANCE

HIGH PERFORMANCE

DEEP SNOW

Indy Classic	Indy XLT	Indy XLT Limited	Indy XLT Special	Indy RXL	Indy Ultra SP	Indy Ultra	Indy 500 SKS	Indy 500 RMK	Indy XLT SKS	Indy XLT RMK	Indy 700 SKS	Indy 700 RMK	Indy Storm RMK	Indy Trail RMK
522 / 237	490 / 222	512 / 232	505 / 229	534 / 242	509 / 231	522 / 237	487 / 221	481 / 218	495 / 225	490 / 222	514 / 233	496 / 225	567 / 257	452 / 205
49.5 / 126	46 / 117	49.5 / 126	48.5 / 123	48.5 / 123	47.5 / 120	48.5 / 123	48 / 122	48 / 122	46 / 117	46 / 117	46 / 117	46 / 117	47 / 119	46 / 117
108 / 274	108 / 274	108 / 274	108 / 274	108 / 274	108 / 274	108 / 274	114 / 290	114 / 290	114 / 290	114 / 290	116 / 295	116 / 295	115 / 292	114 / 290
48 / 121.9	46.5 / 118.1	48 / 121.9	48 / 121.9	48 / 121.9	46.5 / 118.1	48 / 121.9	46.5 / 118.1	43.5 / 110.5	46.5 / 118.1	43.5 / 110.5	46.5 / 118.1	43.5 / 110.5	46.5 / 118.1	43.5 / 110.5
42.5 / 108	41 / 104.1	42.5 / 108	42.5 / 108	42.5 / 108	41 / 104.1	42.5 / 108	41 / 104.1	38 / 96.5	41 / 104.1	38 / 96.5	41 / 104.1	38 / 96.5	38 / 96.5	38 / 96.5
10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5

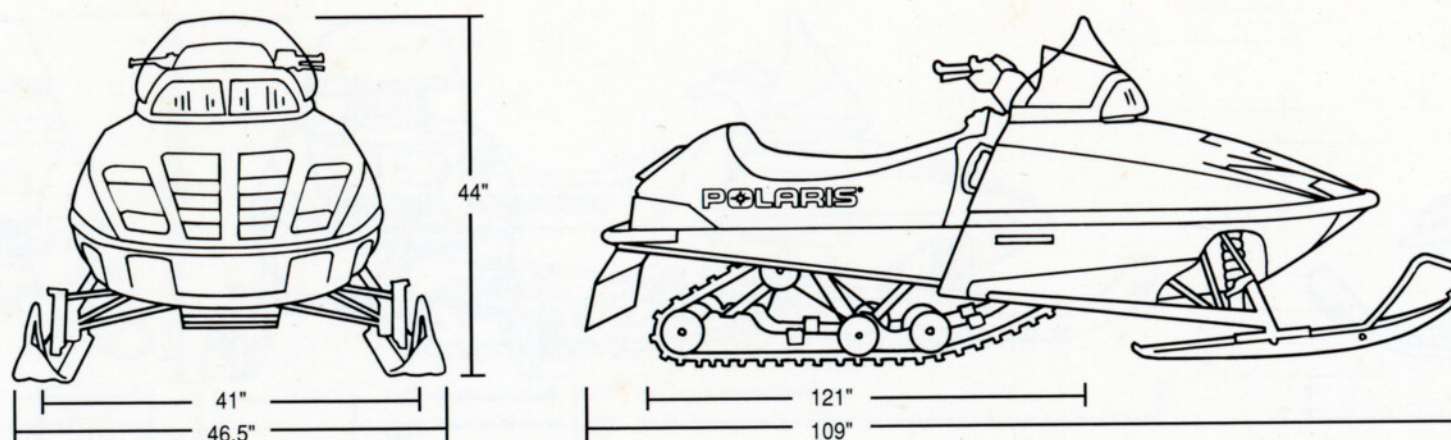
488 Liquid-Cooled Twin	597 Liquid-Cooled Triple	597 Liquid-Cooled Triple	597 Liquid-Cooled Triple	Fuel-Injected, 648 Liquid Triple	679 Liquid-Cooled Triple	679 Liquid-Cooled Triple	488 Liquid-Cooled Twin	488 Liquid-Cooled Twin	597 Liquid-Cooled Triple	597 Liquid-Cooled Triple	700 Liquid-Cooled Twin	700 Liquid-Cooled Twin	794 Liquid-Cooled Triple	488 Fan-Cooled Twin
Piston Port	Piston Port	Piston Port	Piston Port	EFI	Case Reed	Case Reed	Piston Port	Piston Port	Piston Port	Piston Port	Case Reed	Case Reed	Case Reed	Piston Port
2-VM38AL	3-VM34SS	3-VM34SS	3-VM38SS	3-46mm Throttle Bodies	3-VM38AL	3-VM38AL	2-VM38AL	2-VM34SS, ACCS	3-VM34SS	3-VM34SS, ACCS	2-39mm	Keihin D Slide	3-VM38AL	2-VM34SS, ACCS
CDI	CDI	CDI	CDI	CDI	Digital CDI	Digital CDI	CDI	CDI	CDI	CDI	Digital CDI	Digital CDI	Digital CDI	CDI
Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Triple Pipes	Tuned Pipe

15 x 121 x .82	15 x 121 x .82	15 x 121 x .82	15 x 121 x .82	15 x 121 x .82	15 x 121 x .82	15 x 121 x .82	15 x 133.5 x 1	15 x 133.5 x 1.25	15 x 133.5 x 1	15 x 133.5 x 1.5	15 x 136 x 1	15 x 136 x 1.5	15 x 133.5 x 1.5	15 x 133.5 x 1.25
IFS, XTRA-12	IFS, XTRA-10	IFS, XTRA-12	IFS, XTRA-12	IFS, XTRA-12	IFS, XTRA-10, CRC	IFS, XTRA-12	IFS, XTRA-10	IFS, XTRA-10	IFS, XTRA-10	IFS, XTRA-10	IFS, XTRA-10, CRC	IFS, XTRA-10, CRC	IFS, XTRA-10	IFS, XTRA-10
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Optional	Standard	Optional	Standard	Optional	Optional	Optional
Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Indy Select, Threaded Adj.	Fox® Gas, Threaded Adj.	Ryde AFX, Threaded Adj.	Indy Select, Threaded Adj.	Indy Select, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Nitrogen Cell, Threaded Adj.	Fox® Gas, Threaded Adj.	Nitrogen Cell, Threaded Adj.
10.0 / 25.4	9.5 / 24.1	10.0 / 25.4	10.0 / 25.4	10.0 / 25.4	9.5 / 24.1	10.0 / 25.4	9.5 / 24.1	8.25 / 20.9	9.5 / 24.1	8.25 / 20.9	9.5 / 24.1	8.25 / 20.9	8.25 / 20.9	8.25 / 20.9
XTRA-12	XTRA-10	XTRA-12	XTRA-12	XTRA-12	XTRA-10	XTRA-12	XTRA-10	XTRA-10	XTRA-10	XTRA-10	XTRA-10	XTRA-10	XTRA-10	XTRA-10
Nitrogen Cell / Indy Select	Indy Select / Hydraulic	Nitrogen Cell / Indy Select	Fox® Gas	Ryde AFX	Indy Select / Hydraulic	Nitrogen Cell / Indy Select	Indy Select / Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Indy Select / Hydraulic	Fox® Gas	Indy Select / Hydraulic
11.6 / 29.5	10.2 / 25.9	11.6 / 29.5	11.6 / 29.5	11.6 / 29.5	10.2 / 25.9	11.6 / 29.5	8.3 / 21.1	10.9 / 27.7	8.3 / 21.1	10.9 / 27.7	8.3 / 21.1	10.9 / 27.7	10.9 / 27.7	10.9 / 27.7

Hydraulic	Hydraulic	Hydraulic	Hydraulic	Liquid-Cooled Hydraulic	Liquid-Cooled Hydraulic	Liquid-Cooled Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Liquid-Cooled Hydraulic	Hydraulic	Liquid-Cooled Hydraulic	Hydraulic
Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Composite	Steel	Composite	Steel	Composite	Composite	Composite
75 / 60 Halogen	60 / 55 Halogen	75 / 60 Halogen	60 / 55 Halogen	60 / 55 Halogen	60 / 55 Halogen	60 / 55 Halogen	75 / 60 Halogen	75 / 60 Halogen	60 / 55 Halogen	60 / 55 Halogen	60 / 55 Halogen	60 / 55 Halogen	120 / 110 Halogen	60 / 60 Incandescent
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	n/a	Optional
Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, Flush Style	Standard, 5"
Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, 5"	Standard, Flush Style	Standard, 5"
Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard, Dual Range	Standard
Standard	Standard	Standard	Standard	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Optional	n/a	Optional	n/a	n/a	n/a	n/a	Optional	Optional	n/a	n/a	n/a	n/a	Optional	n/a
Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	Std / Std	n/a / Std
Std, E-Z Steer	Standard	Std, E-Z Steer	Std, E-Z Steer	Std, E-Z Steer	Standard	Std, E-Z Steer	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard, Integrated	Standard
Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	n/a	Optional
Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	n/a	Optional
Optional	Optional	Optional	Optional	n/a	Optional	Optional	Optional	Optional	Optional	Optional	n/a	n/a	Optional	Optional

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Technical Data



UTILITY

ENTHUSIAST/PERFORMANCE

TOP PERFORMANCE

Dimensions/Weight	Indy Tran Sport	Indy Wide-Trak GT	Indy Wide-Trak LX	Indy XCF	Indy 440 XC	Indy 600 XC	Indy 600 XCR	Indy 600 XCR SE	Indy Ultra SPX	Indy Ultra SPX SE	Indy Storm	Indy Storm SE
ESTIMATED DRY WEIGHT, LBS/KGS	477 / 216	565 / 256	619 / 281	448 / 203	482 / 219	492 / 223	556 / 252	548 / 249	560 / 254	552 / 250	565 / 256	557 / 253
APPX HEIGHT, IN/CM	45 / 114	49 / 130	49 / 130	38.5 / 98	38.5 / 98	38.5 / 98	44 / 112	44 / 112	44 / 112	44 / 112	44 / 112	44 / 112
APPX OVERALL LENGTH, IN/CM	117 / 297	122 / 309	128 / 325	108 / 274	108 / 274	108 / 274	109 / 277	109 / 277	109 / 277	109 / 277	109 / 277	109 / 277
MAXIMUM WIDTH, IN/CM	43.5 / 110.5	43.5 / 110.5	43.5 / 110.5	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1	46.5 / 118.1
SKI CENTER DISTANCE, IN/CM	38 / 96.5	38 / 96.5	38 / 96.5	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1	41 / 104.1
FUEL CAPACITY, U.S. GALS/LITERS	10.7 / 40.5	10 / 37.8	10 / 37.8	9.5 / 36	9.5 / 36	9.5 / 36	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5	10.7 / 40.5

Engine

ENGINE CC, COOLING, CYLINDERS	432 Fan-Cooled Twin	488 Fan-Cooled Twin	488 Liquid-Cooled Twin	440 Fan-Cooled Twin	439 Liquid-Cooled Twin	597 Liquid-Cooled Triple	600 Liquid-Cooled Triple	600 Liquid-Cooled Triple	679 Liquid-Cooled Triple	679 Liquid-Cooled Triple	794 Liquid-Cooled Triple	794 Liquid-Cooled Triple
INTAKE DESIGN	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Piston Port	Case Reed	Case Reed	Case Reed	Case Reed	Case Reed	Case Reed
CARBURETION	2-VM34SS	2-VM34SS	2-VM34SS	2-VM34SS	2-VM34AL	3-VM38AL	3-VM38AL	3-VM38AL	3-VM38AL	3-VM38AL	3-VM38AL	3-VM38AL
IGNITION TYPE	CDI	CDI	CDI	CDI	CDI	CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI
LUBRICATION	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
EXHAUST	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Pipe	Tuned Triple Pipes	Tuned Triple Pipes	Tuned Triple Pipes	Tuned Triple Pipes	Tuned Triple Pipes	Tuned Triple Pipes

Suspension

[illegible]

Features

[illegible]

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Indy Lite



Indy Lite Deluxe



Indy Sport



Indy Super Sport



Indy Trail



Indy Lite GT



Indy Sport Touring



Indy Trail Touring



Indy Classic Touring



Indy XLT Touring



Indy Ultra Touring



Indy 440



Indy 500



Indy 500 EFI



Indy Classic



Indy XLT



Indy XLT Limited



Indy XLT Special



Indy RXL



Indy Ultra SP



Indy Ultra



Indy 500 RMK



Indy XLT RMK



Indy 700 RMK



Indy Storm RMK



Indy Trail RMK



Indy Tran Sport



Indy WideTrak LX



Indy XCF



Indy 440 XC



Indy 600 XC



Indy 600 XCR SE



Indy Ultra SPX SE



Indy Storm SE

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